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AROUND THE LAKES.

CLEVELAND.

Sailors' wages have been advanced 25 to 50 cents at all lake ports.

The tug Dreadnaught had some repairs made on Smith's drydock on Saturday.

Captain P. Donahue, formerly master of the schooner Pelican, has been appointed to the command of the Richard Winslow.

The schooner Camden was yesterday chartered for coal Cleveland to Chicago, at 90 cents, the only charter reported during the day.

The schooner Negaunee, recently aground at Point Iroquois, has arrived in port and will go into Globe drydock for necessary repairs as soon as the work on the schooner Southwest is finished.

The schooner James Couch is getting new sails, stanchions planksheer and stringers on the starboard side, damages sustained by a jam in St. Clair Flats last week. Mr. Radcliff, shipbuilder, is doing the work.

Captain J. M. Reed, who has been assistant light keeper at this port three years, has been transferred to Buffalo, where he will have charge of the principal light. His place will be occupied by F. T. Hatch, a member of the life savers of this port.

The total receipts of ore at this port from all directions, since the opening of navigation to the present time reach 823,281 tons, about 30,000 tons additional will probably arrive before the close. Under moderately healthy demand this will be well taken before spring.

There are about forty vessel laid up at this port for the winter. We take the liberty of asking some one of our readers at each port to send us for publication at the proper time the names of the craft laid up in their harbor, together with the names of the masters last in command.

While the steamer Calumet was being towed down the river by the James Amadeus from Todd, Stambaugh & Co.'s dock she got aground at Woods, Perry & Co.'s slip, which detained her some time. While working tor her release the tug got a log in her wheel which broke off two buckets.

The steambarge H. S. Hubble while in Globe drydock received a new iron shoe, an iron stern post and had her buts and bottom calked. She gave place to the schooner Southwest, Captain Z. Montague, for survey and the repair of damages occasioned by the collision with the steambarge Sanilac in the Detroit river. The survey on the Southwest, which will be held to-day to determine the damage will be by Captain A. Manning for the insurance company and Thomas Murphy and John Dracket for the owner, Mr. T. Axworthy.

Mr. Dean, of the firm of Dean & Co., boatbuilders at Detroit, was at this port on Saturday, on the way to Akron. Dean & Co. recently suffered the loss of their buildings, tools and an amount of completed work by fire, involving a total loss of about $3,000, with an insurance of only $1,500. Mr. Dean does not intend to start in the boat building business again, although by the excellence of his work and liberal advertising he had built up quite a large trade. Mr. Dean is the inventor of the life boat as manufactured by that firm, than which there is none better.

Sergeant William Line of the signal corps at this port says a cold wave signal, i. e., a white flag with a square black center, will be used to indicate that a cold wave is approaching, and will be displayed from the National Bank building corner Superior and Water streets, and from the life saving station. It should not become mixed with the storm signals, but be borne in mind that the white flag displayed by itself means a cold wave and nothing more. The flags and combination of flags now used by this office are a red flag with a square black center means high winds from any direction; a white flag with a square black center a cold wave; and a white flag above a red flag, both having square black centers, means high winds from north to west. Storm signals take precedence over cold wave signals on account of having but one flag staff to display from. There are no signals displayed from this office meaning rain or snow.

BUFFALO.

The body of an unknown man was found in the Niagara river below Black Rock. Papers found on his body indicate that he is a Russian. He had a card of the Buffalo branch of the seamen's union in his pocket, with $70 in cash, and papers showing that money was deposited with him by Cleveland parties for safe keeping.

The steambarge Oswegatchie arrived here all right with her consorts with the exception of the W. H. Hoag, which had become waterlogged, but the tugs Williams and Hand brought her into port later in the day. After her deckload of lumber had been discharged, an effort was made, with Captain Maytham's 9 inch steam pump, to take the water out of her hold. The attempt proved utterly futile, as the water could be lowered only about two inches. It is said that the Hoag is in bad shape; that some of her plank are broken and her butts and seams opened. She will probably have to go into dock to be pumped out.

Smith & Davis received a dispatch from Captain McLeod at Collingwood on Monday. He had received a steam pump and would at once try to pump out the schooner C. P. Minch. It he could pump her out he thouht he would have no difficulty in getting her into port. Her corn cargo is ruined.

Captain Comerford has had two sailors of the schooner F. L. Danforth's crew arrested and locked up for deserting the vessel. He shipped a non-union crew at $2 per day. Two of the six refused to go back with him, and he called in the aid of the law to compel them to carry out their articles of agreement. The Danforth will get away probably Friday, and the backsliding sailors will be placed aboard when she is outside.

Yesterday's charters were the steamer Oceanica, for Milwaukee, and schooners H. W. Sage and J. I. Case, for Chicago, at 75c; schooner Senator, for Detroit, 25c; steamer Huron City, for Bay City, at 35c; barge S. A. Irish for Windsor, at 30c.

The prosecution seems to have a bad time over the case of L. Dimick, which was to have been brought up at Buffalo Tuesday. It has now been postponed indefinitely, at the request of counsel for the prosecution, they to give the defense five days' notice when the case is to be called.

GOODRICH.

Monday morning while Captain William S. Mackay, of the schooner Garibaldi, was up on the crosstrees of the vessel, he fell to the deck and received such injuries that he died a few hours afterward. He was well known on the lakes.

CHICAGO.

Special to the Marine Record.

The steamer Muskegon and propeller Menominee, of the Goodrich Transportation Company, have been laid up at Manitowoc.

The work on the new exterior breakwater is completed for this season. The last crib was sunk Monday last.

The Marinette Company's fleet, comprising the J. C. Perrett and barges, have been laid up for this season.

The Favorite and tow, of the Menominee Lumber Company, have gone into winter quarters at Menominee.

Thos. Miller, of the firm of Miller Brothers, shipbuilders, went to Benton Harbor on Monday to survey the damage done by fire on the sidewheel steamer Grace Grummond.

J. H. Randall, shipbuilder of this port, formerly of Benton Harbor, has gone over to the latter port to see after the rebuilding of the Graham & Morton Company's propeller City of St. Joseph, which was built by him, and recently burned.

Vessel business is gradually closing up at this port, and times are duller than they were two weeks later last year. The bottom has fallen out of freights, and vessel men proclaim the season at an end, and will be glad when the season closes, as there is nothing doing out of which money can be made.

Not one straight grain charter was made Monday. The propeller H. J. Jewett for 10,000 bushels of wheat and 80 bushels of corn and the propeller Alaska for 20,000 of corn and 10,000 of flaxseed were reported, but they were provided for last week. There was absolutely no demand for tonnage. The chief cause was an advance of 5 cents in the price of corn. Shippers were unable to fill orders, and consequently had no use for vessel-room. Judging from the present indications, there will not be many more grain cargoes shipped out of this port this season.

The Canadian schooner Fanny Campbell has been resold because the original purchaser, Mr. Laughlin, discovered that he could not own a Canadian bottom and reside in the United States. This fact led him to declare the purchase off. The latest owner is a Kingston man, who bid the schooner in for $600, through Henry Buckley. This sale disposes of the Campbell permanently.

The tug John Miner, which was seized Saturday last for a claim of $965, held by the Singer & Talcott Stone Compa y, has not been bonded yet. The claim includes a damage bill and the costs of the suit, which was brought to enforce its payment. The Miner ran into one of Singer & Talcott's stone-laden canal boats a year ago.

Captain Bundy's gospel ship, Glad Tidings is going into winter quarters at once. It is said Captain Bundy closes one of the most successful seasons since he began his missionary work on the lakes.

Captain Ambrose N. Wilson died suddenly at his residence, No. 131 South Peoria street, Saturday night. He had been suffering for a long time from dropsy of the heart. Captain Wilson was 37 years old, and was engaged in service on the river for a period of nineteen years, during a greater part of which time he commanded tugboats. His last command was the tug A. Miller, of Dunham's line. He remained aboard of her until his failing health compelled him to withdraw from active service altogether. Deceased was a son of Captain Wilson, a prominent tug owner. All the tugs in the river were draped in mourning and many of his old associates will follow his remains to their last resting-place. The body was taken to Racine for burial.

At Miller Brothers' drydock the tug Boscobel was in for repairs to her stern bearings, the tug J. W. Parmelee for a new rudder, the tug A. G. Van Schaick to get her stern bearings fixed and a new wheel, the tug Babcock is getting a new deck new stanchions and rail, the tug Robert Tarrant some repairs, the schooner S. E Pomeroy got a new main mast.

The Peshtigo Co's fleet, comprising the Boscobel and barges Peshtigo, Manistee, Alert and Active, are laid up at this port and the Noquebay and Advance at Peshtigo. They have had a very successful season and have made fifty-four trips, averaging three and one-fourth days per round trip.

Lumber freights do not improve. A few charters were made yesterday at $1.50 from Muskegon, $1.75 from Manistee, and $1.75 from the Straits. These are about the only shipping points for which there is any demand.

At the Chicago Drydock Company's yard the steam yacht Bret Harte is in getting her wheel and shaft taken out, one of Fitzsimmons & O'Connell's flat scows is in getting calked, the schooner Wm. Smith got a new mainmast, maingaff, and foretopmast, the schooner Eva Fuller got a new starboard quarter, and the steambarge Argonaut a new stem. T. W.

WAUKEGAN.

The particulars of the loss of the steam yacht Vane, of Muskegon are as follows: She was bound from that port to Waukegan in tow of the steambarge R. G. Ingersoll, and when twenty miles off Muskegon foundered. The men aboard of her were rescued by a part of the Ingersoll's crew, who launched a boat and took them aboard. The Vane had been disposed of to Waukegan parties for $500, and her owner, Thomas Barry, had agreed to deliver her a Waukegan safe and sound. Nobody knows how the accident occurred, but it is presumed that the Vane filled before she could be drawn to a place of safety. She was insured for $500

TOLEDO.

Captain Willis Ables, of the barge Golden Harvest has been missing since October 30 When last seen he had $112 on his person.

The schooner C. B. Benson is aground in the Bay. The Colton is endeavoring to release her.

The propeller Russell Sage arrived here Tuesday morning from Buffalo, making the trip in two and a half hours, against a strong west wind.

LORAIN.

The schooner Mears, loaded with ore, in attempting to sail into this port went to the eastward of the piers and came very near going ashore. She saved herself by getting a line to the pier and holding on until the tug Chamberlain could reach her. She pounded some, but it is thought is not damaged. Captain Lohr entered a protest and will likely go into drydock at Cleveland.

BELLEVILLE.

Another Canadian schooner, Philo Bennett, owned by David Eccles, of Port Rowan, is ashore at Consecon, on the west end of Prince Edward Island, and is in danger of going to pieces. She is valued at $2,000

[*Continued on 4th page.*]

MARITIME LAW.

HAWGOOD AND OTHERS V. ONE THOUSAND THREE HUNDRED AND TEN TONS OF COAL.

(Dis. Court, E. D. Wisconsin, June 14, 1884.)

DEMURRAGE—LIEN—BILL OF LADING.

A ship owner has a lien upon the cargo for demurrage, enforcable in the admiralty, although the bill of lading contains no demurrage clause.

In Admiralty.

Markham & Noyes, for libelants.

Theodore G. Case, for claimant.

Dyer, J. On the seventeenth day of August, 1882, R. R. Hefford, as agent for Pratt, Parker & Co., shipped on board the following named vessels, at Buffalo, certain cargoes of coal, all consigned to A. Pugh & Co., care of Green Bay, Winona & St. Paul Railroad Company at Green Bay, Wisconsin, namely: On board the steamer Belle Cross, —which was a steambarge engaged in towing other vessels and carrying cargoes upon the lakes,—317 net tons of Blossburg coal; on board the sailing barge Chicago Board of Trade 693 gross tons of chestnut coal; on board the sailing barge George H. Wand, 638 gross tons of stove coal; on board the sailing barge Little Jake, 654 net tons of stove coal; and on board the sailing barge S. Clement, 783 net tons of stove coal; all of which vessels the libelants were the owners. Freight was paid at the rates of 85 cents per ton for the cargo of chestnut coal, and 90 cents per ton for all the other cargoes. The bills of lading provided that the consignee was to discharge cargoes without expense to the masters of the vessel, who were to collect the freight, but they contained no stipulation as to the time within which the cargoes were to be unloaded at their destination, nor as to the payment of demurrage in case of detentions in unloading. The vessels sailing as a fleet, left Buffalo with their cargoes about August 17th, and arrived at Green Bay on the 28th of that month. They were there detained, in part, because of the previous arrival of other vessels awaiting discharge of cargoes, but principally for want of facilities for unloading, until the fifth of September, when the last of the fleet was unloaded. The entire cargoes were placed upon the docks of the railroad company, but a portion of the coal was unloaded under an assertion of a lien for demurrage, and a special custodian thereof was placed in charge by one of the libelants and continued in charge until the coal was seized by the marshal upon monition issued in the present suit. The libelants' right to recover is contested upon every ground of defense set up in the answer, but the only question that will be considered in this opinion is that of the right of the libelants to maintain this suit *in rem* upon their claim for demurrage. The contention of counsel for the claimant is that in the absence of any stipulation in the bills of lading limiting the time within which the cargoes should be unloaded, or providing for the payment of demurrage in case of unreasonable detention, the libelants can assert no lien upon the cargo for loss or damage occasioned by such detention; and therefore that in such case a suit *in rem* is not maintainable in admiralty, but that the remedy of the owners of the vessels, if any, is one exclusively *in personam* against the consignee of the cargoes. From quite an early period there has been a good deal of controversy in the common-law courts, and later in some of the admiralty courts, upon the subject of the rights of shipowners and other carriers with reference to claims for demurrage. The question seems to have most frequently come up in suits between shipowner and consignee, and hence direct authority is not abundant upon the precise point here in judgment.

Two English cases (Phillips v. Rodie, 15 East, 547, and Birley v. Gladstone, 3 Maule & S. 205) are much relied on in argument by counsel for the claimant, who insists that they declare to this day the law governing a case like the present. Both were common-law actions. Phillips v. Rodie was a suit in trover, brought by the assignee in bankruptcy of the charterer of a vessel and consignee of the cargo for 179 bales of cotton which were in the possession of the shipowner, and held by him on a claim for dead freight and demurrage. It was decided that where the freighter of a ship covenanted that if she should not be fully laden he would not only pay for the goods on board, but also for so much in addition as the ship would have carried for which he had stipulated to pay freight according to different rates, the ship-owner had no lien upon the goods actually on board for the amount of the dead freight; in other words, for the compensation in damages which he was entitled to for the freighter's breach of contract in not putting a full loading on board. The ground on which the judgment of the court proceeded seems to have been that there was nothing to which a lien could attach. The claim was for freight not earned and which it was claimed, the shipowner ought to have earned, or unliquidated compensation for the loss of freight recoverable in the absence and place of freight. Nothing was said about demurrage, apart from the question of dead freight; but, as the shipowner's claim included demurrage, and as it was held that the plaintiff could maintain his action, it must be implied that the judgment of the court was that there was no lien upon the goods, either for dead freight or demurrage. Birley v. Gladstone was an action by the assignee of the freighter toe recover money paid by him under protest which money was demanded by the shipowners in respect of goods which were put on board the vessel at the loading port, but were afterward relanded and restored to the agent of the freighter, under process of law, at the loading port, and for dead freight and demurrage. The action was *assumpsit*. By the charter party the shipowner covenanted to receive a full cargo, and the freighter to load the same, and to pay so much for every ton of freight which should be delivered at the King's beams, at Liverpool, and so much *per diem* for demurrage. The parties mutally bound themselves—the shipowners the ship, and the freighter the goods to be laden on board —in a penal sum for the performance of every article contained in the charter party; and it was adjudged that the shipowners had no lien upon the goods actually brought home to Liverpool for the sum of money claimed to be due on account of goods which were put on board at the loading port, but afterward re landed and restored to the freighters' agent under process of law at such port, nor for the sum claimed for dead freight and demurrage; and Phillips v. Rodie was cited in the judgment as decisive authority upon the points.

It would, perhaps, be enough to say of these cases that as they were suits at common law, requiring judgments upon the common-law rights of the parties, they are ton to be regarded as declaratory of the principles of law which now govern courts of admiralty in determining questions like the present. In this connection the remarks of Judge Lowell, in the case of The Hyperion's cargo, 2 Low. 94, are very pertinent. He says:

"When the common-law of England was modified by the introduction of many rules from the law-merchant, the former law had no process for enforcing this reciprocal privilege of the ship and the goods, [that is, the privilege which had its origin in the rule that the ship is bound to the merchandise and the merchandise to the ship,] and had succeeded in repressing the only court that had the requisite modes of action, and was therefore obliged to say that it could not recognize the maxim even when embodied in express contract, as it usually is in English charter parties. Birley v. Gladstone, 3 Maule & S. 205; Gladstone v. Birley, 2 Mer. 401. From the time of those decisions to that of Gray v. Carr, L. R. 6 Q B. 522, the history of this question in the courts of common-law in England has been that of a struggle between the shipowners to create liens by stipulation, especially liens for demurrage, and of the courts to narrow the stipulations by construction. See Phillips v. Rodie, 15 East 547; Faith v. E. I. Co. 4 Bard. & Ald 630; How v. Kirchner, 11 Moore, P. C. 21; Tindal v. Taylor, 4 El. & Bl. 219; Bishop v. Ware, 3 Camp. 360. In nearly all the cases the obvious intent of the parties has been disregarded, and a remedy refused for a violated right. In this country the course of admiralty have retained their proper jurisdiction, and can enforce the privilege by whichever party this action may be invoked. Dupont de Nemours v. Vance, 19 How. 162; The Belfast, 7 Wall. 624; The Maggie Hammond, 9 Wall. 450."

And upon the point whether the privilege extends to demurrage, not expressly stipulated for in the bill of lading,—

"The cases at common-law do not afford much aid, because they recognize no general responsibility of the goods to the ship, but only a right of retainer, which they say cannot be conveniently exercised in support of a demand for unliquidated damages,—a point of no consequence in the admiralty."

These remarks are applicable to the cases of Crommelin v. N. Y. & H. R. R. Co. 4 Keyes, 90, and C. & N. W. Ry. Co. v. Jenkins, 103 Ill. 588, cited on the argument. It was once held, and by some courts is yet held, that, in the absence of a stipulation in the bill of lading providing for the payment of demurrage, no claim for damages can be made. In Jesson v. Solly, 4 Taunt. 52, it was decided that if a consignee accept goods under a bill of lading, at the bottom of which is a memorandum that the ship is to be cleared in 16 days, and £8 per day demurrage be paid after that time, the master, upon delivery of the goods, may recover demurrage against the consignee. In Brouncker v. Scott, 4 Taunt, 1, which was a suit in *assumpsit* by the master of a ship upon an implied promise to pay demurrage, Mansfield, C. J., said:

"This form of action for demurrage, without a special contract to that effect, is not of long standing, even in the case where the owners of the ship are the plaintiffs; and, as it generates a question whether the time elapsed was a reasonable time, and also what is a reasonable compensation for the use of the ship, it would be much better if it had not been encouraged, and if the owner had always made it a subject of special contract."

See, also, Young v. Moeller, 5 El. & Bl. 755, and Kell v. Anderson, 10 Mees. & W. 498.

And in Gage v. Morse, 12 Allen, 410, which was a suit at law by the owners of a vessel against the consignee named in the bill of lading for demurrage, it was held that it a bill of lading contains no provision for the payment of demurrage by the consignee, he is not liable therefor, even upon his acceptance of the cargo; citing Jesson v. Solly and Young v. Moeller, supra, and Chappel v. Comfort, 10 C. B. (N. S.) 802, and Smith v. Sleveking, 5 El. & Bl. 589. But it was held otherwise in admiralty, where the consignee was the freighter, in Sprague v. West, 1 Abb. Adm. 548, a leading case, decided by Judge Betts, in which, upon a review of the authorities, he said:

"Courts of admiralty act upon the rights arising out of maritime transactions, without regard to modes or names of actions, and independent of all forms. The suggestion that demurrage can be claimed upon the footing of express contract alone is undoutedly giving too narrow an effect to the term. Every improper detention of a vessel may be considered a demurrage, and compensation in that name be obtained for it. 2 Hagg. Adm. 317; The Apollon, 9 Wheat, 362."

In The M. S. Bacon v. Transp. Co. 3 Fed. Rep. 344, it was held that an express stipulation for demurrage in a contract of affreightment is not necessary to entitle the owner of a vessel to compensation for her unnecessary or improper detention in loading or unloading: "Reasonable promptitude in delivering a cargo to its point of shipment, and in receiving it at its destination, is a duty implied in such contracts; and for a violation of it, damages, in the nature of demurrage, are recoverable. This is too well-settled, both in England and in this country, to need discussion or authority."

The observations of Judge Blodgett in Fulton v. Blake, 5 Biss. 375, 376, are also in point:

"All persons engaged in dealing with ships whether master, crew, or consignee, are bound to give them dispatch, and whatever causes any unreasonable delay is answerable in damages. A consignee to whom the cargo of a vessel is consigned should, within the time prescribed by the usage of the port, after notice of the arrival of a vessel, furnish a suitable place for unloading or he shall pay damage for detention, whether demurrage be noted on the bill of lading or not. It may not be what is technically called demurrage in the books, but it is damages for unreasonable detention, unless the vessel has arrived so far out of her expected time as to make such prompt dispatch unreasonable." See, also, Cross v. Beard, 26 N. Y 85.

It is apparent that, in the present state of decision, there is no ground for the contention, at least in a court of admiralty, that the right to maintain a claim for demurrage for unreasonable detention of a vessel is dependent upon the existance of a demurrage clause in the bill of lading. That an admiralty action *in personam* will lie, in such case, against the consignee of the cargo, if he is responsible for such detention, is also beyond question, whether the bill of lading contains any stipulation on the subject or not. Why has not the ship owner also a lien on the cargo for demurrage, and why may not such a lien be enforced in the admiralty? Demurrage is merely an allowance or compensation for the delay or detention of a vessel. The Appollon, 9 Wheat, 362. It is only an extended freight or reward to the vessel in compensation of the earnings she is improperly caused to lose. Sprague v. West, *supra*; Holt, Rule Road, pt. 3, c. 1. Why should the right of the ship owner be limited in the admiralty to a common-law lien, when, in fact, that right is dependent on the law-merchant, which extends the lien or privilege to all charges, damages and expenses growing out of the affreightment? By the general maritime law, the ship is bound to the merchandise and the merchandise to the ship. It is the doctrine of the law-merchant that the master or ship owner contracts rather with the merchandise than with the shipper; and, as is remarked by Judge Shepley in Donaldson v. McDowell, 1 Holmes, 290, "it necessarily follows from this that the merchandise is liable for whatever the shipper is liable." It is unimportant that a demurrage claim is unliquidated. Admiralty takes cognizance of many claims that are unliquidated, such as salvage claims, demands for injury to goods, and claims on account of non-delivery of cargo. In the present extended jurisdiction of the admiralty, and liberal recognition of the rights of parties interested in lake navigation and commerce, no sound reason is apparent why the ship owner's privilege or lien should not be extended to demurrage. The relation of the ship to the cargo and of the cargo to the ship is reciprocal. If the ship is bound to safely deliver the cargo to the consignee, without exemption from liability, except such as may be named in the bill of lading, the cargo ought to be answerable for the neglect of the consignee to duly receive it. The cargo may be libeled for frieght. Why not for the extended freight which the vessel is improperly caused to lose, where as in this case, the consignee is the owner of the cargo? It may be libeled for general average and numerous other demands. "As in this country courts of admiralty exercised their jurisdicton to enforce the privilege where the cargo has been libeled for freight, general average and other charges, there seems to be no just ground for making an exception and refusing a remedy for a violation of duty and right in the case of demurrage, which, under circumstances like those in the present case, is as much a charge or damage which the master may lawfully demand, and for which he has a privilege against the cargo as the freight itself, of which demurrage is only an extension." Donaldson v. McDowell, *supra*. In that case, and in the case of the Hyperion's cargo, *supra*, it was adjudged that the ship has a privilege against the cargo for demurrage or damages, in the nature of demurrage, enforceable in the admiralty, when the cargo has not been received within a reasonable time, through the fault of the consignee, although the bill of lading contains no demurrage clause; and it would, undoubtedly, had been sufficient had I simply referred to those cases, and to the reasoning of the learned judges who decided them, as quite conclusive on the question. See also, 275 Tons of mineral phosphates, 9 Fed. Rep. 209.

But the course of argument has led me to consider the question and the authorities at some length, and I am constrained to say that if the question were an original one I should have little hesitation in coming to the conclusion announced. The libelants received from the consignee, or the consignee's representative, the freight money due them, but it was received under protest and subject to the demurrage claim; and, upon the facts shown, I am of the opinion that the lien for demurrage was not waived or lost by reason of anything that transpired in relation to delvery of the cargoes or receipt of the freight moneys.

Decree for libelants.

Unless the propeller Oregon, which is now at Buffalo, can obtain a cargo of coal at $1 from Buffalo she will lay up.

DURING the month of October 83 seagoing vessels arrived at Montreal. Of these 58 were steamers, with a tonnage of 77,598 tons; 12 barks, 7,013 tons; 2 brigantines, 256 tons, and 11 schooners, 1,020 tons. Total tonnage, 85,887 tons.

A DETROIT exchange says: The tug Phœnix has succeeded in releasing the schooner Venus, which went ashore on Stony Island, near the mouth of the river, Tuesday afternoon. The vessel is now unloading coal at Baugh's wharf in Springwells, and appears to be uninjured.

COMPOUND VS. LOW PRESSURE.

Editor of the Marine Record.

CLEVELAND, November 6.

I read a letter that was published in the RECORD of October 30th from a party styling himself "Low Pressure." I would like to state a few facts that I know of in favor of the compound engine, and I state these facts from indicator cards taken from the engines themselves, not from how fast the vessel was run, or how many vessels she had in tow, or whether she was loaded or light. The least water consumed per horse power per hour, by the best low-pressure engine to my knowledge on the lakes, is 28½ pounds, carrying 55 pounds steam, and the least water consumed per horse power per hour of the best compound engine is 17½ pounds, carrying 100 pounds steam. This is where one of the advantages of having this extra cylinder and connection is shown. The other advantages I will not mention just now. The Jarvis Lord is allowed 45 pounds of steam and the Fairbanks 40 pounds. Low-Pressure says: "Certainly that is safer than the high pressure boilers of the compound, carrying, as they generally do, 100 pounds of steam." He certainly has no knowledge of the rules for determining the strength of marine boilers. The factors of safety are the same in all cases, whether there is 100 pounds of steam or only 10. The compound engine has been in use too long to question its economy at this late day. True, there have been some compound engines built that are but little better than the low-pressure. On the other hand, there have been some low-pressure engines built that are but little better than the high pressure. But I don't think any one to-day would question the economy of the low-pressure engine over that of the high-pressure. COMPOUND.

A BIG IMPROVEMENT.

The immense improvements of the Lehigh Valley Railroad Company, on what is known as the Tifft farm in the southern part of Buffalo, are now approaching a state in which they can be used; and their extent as well as their bearing on the marine interests of Buffalo deserve more than passing mention. Years ago the late George W. Tifft, of Buffalo, purchased a tract of land along the Lake Shore tracks, and extending through to the lake, which was at that time little more than a swamp, paying a mere song for it. By a judicious system of drainage the farm was made productive and large crops of hay were cut from it annually. As every spring freshet would overflow the land to the extent of three or four feet, nothing could be cultivated on it, and the land was held by its owner in anticipation of the growth of the city. The course of building operations extended in an entirely different direction, and it was thought that the land would never be utilized for any other purpose than that for which it was being used.

The officers of the Lehigh Valley Railroad Company, who were anxious to increase the capacity of their docks on the "Island," found that they could not secure land enough for the purpose without heavy outlay, looked about them, and decided that the Tifft farm would be an excellent location for a system of canals, cut deep enough to allow the largest sized lake vessels to enter. The site was no sooner decided upon than negotions for the purchase of the property were entered into, and within a month or two—in the fall of 1881—the property was transferred to the company, they paying $350,000 for the entire property, or at the rate of $1,000 an acre. Plans were at once prepared, and in March, 1882, the work was begun by Messrs. Hingston & Woods, of Buffalo, who have the contract for the dredging. The entrance to the first canal lies just a mile from the mouth of Buffalo river, at the southern end of the Blackwell canal, with which it is connected by a slip or canal about a half a mile in length. This first canal, which also forms the entrance to the system, is just one mile in length from its connection with the Blackwell to the extreme end. Leading from the southern end of this canal is a cross canal, which connects it with two others, No. 2 being 1,800 feet in length and 150 feet in width, No. 3 being 2,100 feet in length and 200 feet in width. Between each of these canals is a space of 400 feet, which is to be used for docking, that between Nos. 2 and 3, now having the company's immense storage trestle erected on it. This trestle consists of two trestles, each 1,300 feet in length, the length from the foot of the plane to the extreme end being 2,100 feet. This has a capacity of 100,000 tons of coal, and is being built on a high embankment, through which a tunnel large enough to accommodate the largest sized gondolas has been built, with gates, through which the coal can run into cars as it is needed. A pair of horizontal hoisting engines, 20x36 inches, fed by six shell boilers, furnish the power for the trestle and also operates a fourteen-foot Guibal fan for the ventilation of the tunnel. A shipping trestle for which plans have not yet been made, is to be built on the bank of canal, No. 3, adjoining the stocking trestle, from which coal can be loaded directly into boats. Thus far canal No. 1 is almost finished, all of the docking being built with the exception of about one-fourth of that on the east side. Canal No. 2 has been cut its entire length and but twenty-five feet of the side remains to be cut in order to make it its full width. Canal No. 3 is finished with the exception of bottoming out and the construction of the docking, which can be quickly built.

It is the intention as soon as this section of the canals is in full working order to begin on the remainder, which will consist of extending canal No. 3 for a distance of 1,200 further south, the extension to be 150 feet, instead of 200 feet in width, and the construction of three additional canals each 150 feet in width, Nos. 4 and 5 to be each 3,400 feet in length, and No. 6 3,000 feet in length, A space of 550 feet will be reserved between each of these canals for docks, and will be built as the lesses may desire. Eventually it is intended to build an entrance from Buffalo river into canal No. 3, and, if the government authorities extend the breakwater far enough, to build a canal through to the lake from the cross canal connecting Nos. 1, 2 and 3.

Already the company has received many applications for dock room from parties here, from Tonawanda and from New York. Considerable iron has already been handled over the docks that are finished, but the owners do not intend to fully open them up for business until spring when over 6,000 feet of dockage will be ready for occupation.

The crowded condition of the docks along Buffalo river and the Blackwell canal, and the difficulty of securing suitable dock room, gives reason to believe that the Tifft farm will next season be one of the principal shipping points for lake trade here. A large amount of the lumber trade is expected to be secured from Tonawanda, which has built itself up as a lumber center through the inability of Buffalo to adequately take care of the trade.

Another important move on the part of the Lehigh is the securing of the Union Iron Works, with two water fronts of 1,000 feet each on Buffalo river, and in a spot where property is valuable, the plant transferred being valued at between $2,000,000 and $3,000,000. It is not known definitely what they intend to do with it, but this will probably be decided after the inventory is taken. If this is satisfactory they will probably change the works into a Bessemer steel plant, and run them under their own management. Otherwise it is thought they will either erect a large car-shop or build several large elevators on the land. They now have all the grain brought down by their fleet of six vessels elevated at different elevators, and by having their own they can have the benefit of the profit, beside diverting a large trade to their own railroad.

NOTICE TO MARINERS.

The existance of a shoal about two acres in extent, with twelve feet of water over it, has been reported, situated between two and two and one-half miles to the westward of Surprise Shoal, in the Georgian Bay, Ont. For the remainder of this season, or pending the exact location and making of this shoal, mariners are advised to pass outside or northeastward of Surprise Shoal, which will carry them well clear of this reported danger.

A lighthouse erected by the government of Canada upon the extreme northeasterly point of Hope Island, Georgian Bay, has been put in operation this day. The light is revolving white, attaining its greatest brilliancy every minute. It is elevated fifty-four feet above water mark and should be visible twelve miles from all points of approach, except where interrupted by the trees on the island. The illuminating apparatus is catoptric. The building is of wood, painted white, and consists of a square tower fifty-seven feet high from the ground to the vane on the lantern, with keeper's dwelling attached.

THE TRIAL OF THE LANDSDOWNE.

The new Grand Trunk transfer steamer Landsdowne made her trial trip on the 5th inst. She went up the river as far as Walkerville, and her engines were thoroughly tested in turning her around. The immense steamer obeyed the helm finely, and her machinery gave entire satisfaction. She went down the river as far as the Wabash, and coming back, made the distance between the Wabash slip and the Grand Trunk slip in Windsor, in exactly eleven minutes. This time is equal to any of the other Grand Trunk steamers. It is stated by some of the constructors of the steamer that the boilers, which were in the old transfer steamer Michigan, would not make sufficient steam for the ice in the winter in the river. If this should prove the case, the company will construct an additional boiler and place in her hold. The Landsdowne is especially adapted for going through the ice, having a scoop bow which will, under sufficient power, run her on top of the ice and break it under her weight. She is also narrower than any of the Michigan Central steamers, which is also favorable for going through the ice. The cost of the Landsdowne is something over $200,000. She will commence running immediately under the command of Captain Sullivan.

JAMES T. ROSE,

Vessel Agent and Broker,

BOX 1616, DULUTH, MINN.

Late Gen Ag't for Collingwood Line of Steamers
Special Attention Paid to Chartering Vessels.

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VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

H. J. WEBB & CO.,

Ship Brokers, Vessel Owners and Agents.

[ESTABLISHED IN 1856.]

H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

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Office, 130 South Water-St., Cleveland, O.

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Wilson's Transit Line.

Gen. Forwarder. Freight and Vessel Agent.

CLEVELAND, O.

PALMER & BENHAM,

Vessel Owners & Agents,

New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE and BARTOW,

Ship Brokers and Agents,

No. 101 St. Clair Street, Room 27.
CLEVELAND, - OHIO.

CAPT. D. M. BECKER. CAPT. HENRY BROCK

D. M. BECKER & CO.,

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Lake Superior and Escanaba iron ore charters for single trip or season a specialty.

Office, 130 Water St. Room 14. Coal & iron Ex. Build'g. Telephone No. 953. Cleveland, O.

ROBERT RAE,

Admiralty and Insurance Law Office,

Room 37, Merchants' building, CHICAGO, ILL.

A. M. BARNUM,

Vessel Agent and Broker,

15 Exchange St. Buffalo, N. Y.

☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	°11 55 A M	°12 05 A M
No 23, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Ex via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe, speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.	LV.	AR	GOING WEST.
			P. M.
.....	A. M. 7 50	Chicago	7 50 .....
.....	9 45	Valparaiso	5 42 .....
	P. M.		
.....	1 50	Fort Wayne	1 50 .....
.....	2 05	New Haven	1 35 .....
			A. M.
.....	3,56	Leipsic	11 30 .....
.....	4 49	Arcadia	10 34 .....
A. M.			P. M
6 50	5 00	Fostoria	10 22 8 50
7 35	5 45	Green Springs	9 44 8 05
8 15	6 20	Bellevue	9 10 7 35
10 49	9 02	AR. Cleveland .Lv.	6 45 5 01
P. M.			
12 05	.....	Painesville	..... 3 44
12 58	.....	Ashtabula	..... 2 51
1 42	.....	Conneaut	..... 2 20
2 41	.....	Erie	..... 1 23
			A. M.
4 19	.....	Dunkirk	..... 11 24
			A. M.
5 55	.....	AR. Buffalo .Lv.	..... 9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Gallon & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°12 35 P M
No. 27, Gallion & C.L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Uhrichsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	°4:45 P M
No. 22, Gallion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent.

CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p. m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m,, New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address TRUE & Co., Augusta, Maine.

$66 a week at home. $5.00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
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Invariably in advance.

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Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES.

Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

All checks and drafts should be drawn to the order of A. A. Pomeroy.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, NOVEMBER 13.

THE FIRE BOAT.

Now that the great danger to which our floating property and the interests relating thereto, including the lumber, coal and oil business, the docks, elevators and storage warehouses, were subjected to by the ravages of fire, has apparently passed by, and the commissioners who visited New York City for the purpose of getting intelligent ideas regarding the requirements of a fire tug, of which all acknowledged that we stood in need, have returned to the city, we are given to understand that we are in better condition without a fire boat, that there is no occasion for the use of such an expensive appendage to the fire department of the city, and that it would be extravagant folly to open bids for such a boat. We believe this opinion will prevail until the danger is again brought up prominently by other destructive conflagrations in the river district among the shipping property. One great light of the city council, who seems willing to forego his hope of ever being deemed a public-spirited and enterprising councilman, considers it unwise to make this much needed addition to our fire fighting force. Whence he draws his convictions we can not tell. Surely they are questionable, for in the same motion he advocates a makeshift for the same purpose, which would in a comparatively short time cost quite as much as the immediate purchase and fit-out of a fire tug, such as has been advocated by this and all other papers of the city, and by every property owner interested. This councilman's wisdom, in its economy, can not but be questioned by all far-seeing and public-spirited men. It consists in placing upon certain of the harbor tugs, now in use at this port, a number of pony engines, for the purpose of fighting fire as occasion may require, which was supported by one of our harbor tug owners, who is also a member of the council. It should be patent to all that the proposition made by these two gentlemen would not, for a day, answer the purpose for which it is intended, unless the city should charter the tugs in question and keep them tied up, so that they may be ready to answer an alarm of fire, for the reason that in case they engage in the towing business, as is the theory of the advocates of this measure, for the sake of economy, they would never be in reach of a fire when wanted. And even if they succeeded in arriving at the scene of a fire before it had burned out, it would require the undivided attention of the crew, in case they laid close enough to it to do effective work, to keep their wooden tug from being consumed. This wisdom of the councilmen is the direct opposite of the opinion that first prevailed regarding the essentials of a fire boat, as it was then considered that the proposed boat must be in model a double-ender, in order that she might run with great speed either way, on the principle that the time occupied in turning would detract much from her effectiveness, and in weight and strength, of sufficient force to keep the river open during the winter, in order that the city might not be liable for damages caused by the spring freshets. We trust that the great city of Cleveland will not adopt this miserable and inadequate defense against the fire fiend, but place upon the river a powerful and appropriate fire tug for the protection of the interests that have so materially assisted in advancing her prosperity.

SAULT STE MARIE.

Some weeks ago we had occasion to ask the attention of the government engineers to the obstructions at the entrance of the Sault Ste Marie canal. Since that time the superintendent of the canal has had soundings made at the locality pointed out, and found that but fourteen and one-half feet of water covered dangerous rocks, which can only be removed by blasting. It is to be believed that these rocks, probably on both sides of the canal, have been left, as we surmised, for the purpose of protecting the sills of the new guard gate, as many heavy propellers, passing over those in the old lock, have left parts of their iron shoes imbedded, sometimes tearing away portions of the sills, which made necessary the services of a diver and considerable sums for repairs, which the operatives at the canal were pleased to consider a wrong condition of affairs, hence this forehanded way of preventing it, by making vessels load in conformity to the line marked out by these rocks. It is again incumbent on us to ask for the removal of this obstruction to lake navigation, as it is evident to all that our lake commerce is accommodated only so far as vessels can float, without striking, over the shoalest place they are compelled to pass. For instance, if our ships are compelled, of necessity, to pass over a rock that is covered by only fourteen and a half feet of water, they can not, under any circumstances, be loaded to their full capacity. Should the United States engineer, in charge of this particular point referred to, go to work at the proper time and remove these obstructions, the action would be highly appreciated by all men interested in lake commerce.

OFFICE OF THE BOARD OF FIRE COMMISSIONERS,
CLEVELAND, O., Nov. 4, 1884.

Proposals will be received at this office until Friday evening at 6 o'clock, November 21, 1884, for plans and specifications for the construction of a "Fire Boat" for the City of Cleveland, Ohio, of the following dimensions or thereabout:

Seventy-five (75) feet in length on deck; twenty (20) feet breadth of beam. Said boat to draw not more than six (6) feet of water when fully equipped and ready for sea, with machinery and stores on board. Plans and specifications will be made for a boat to be constructed of either wood or iron and to have a capacity sufficient to carry machinery, to propel the same at a speed of from eight to ten miles per hour. It must have suitable cabin for ten men. It must be arranged for pumping machinery to have a capacity to throw 3,000 gallons of water per minute through 100 feet of hose a distance of 400 feet, and the design or model of the boat must be with a view of having it run up on the ice and break the said ice from 8 to 10 inches in thickness.

The plans adopted by the board will be paid for.

A. S. SPENCER. Secretary.

The above notice was published in Cleveland papers on the 8th inst. We do not, therefore, comprehend the action of the city council at the meeting on the 10th in postponing the resolution offered by the fire commissioners for permission to advertise for bids for the construction of a fire boat.

THE Iron Port says the spirit ship of the lakes is the "Flying Mormon," corresponding to the "Flying Dutchman" of the waters about the Cape of Good Hope. She is seen, usually, in the vicinity of the Beavers and, like the Dutchman, brings foul weather in her wake. She is said to have been seen off St. Jamas (Beaver) Harbor on the 15th ultimo. She is commanded, says the story, by Jim Strang and manned by his subordinates, all of whom were killed twenty years ago or more.

WE are gratified to learn that our esteemed correspondent at Escanaba, Judge E. Glaser, will continue to occupy the position of Probate Judge of Delta Co., Mich., a position which he has filled with ability for many years. We do not know which party elected Judge Glaser, and it is of no consequence so long as he has gone in by a large majority.

A SUIT against the Ætna Insurance Company, brought by the owner of the propeller Hippocampus, which went down September 3, 1868, while plying between St. Joseph and Chicago, has been pending fifteen years and is just decided. The verdict is $4,123.22.

GENESEE HARBOR.

CHARLOTTE, November 9.

To the Editor of the Marine Record.

I noticed in your last issue you mention that the depth of water in the harbor between the piers at Genesee is but seven feet, and that vessel masters do not like to enter the harbor on that account. The harbor, at the mouth of the piers, is seventeen feet, and nearly that much till you get opposite the beach, and then it shoals to about thirteen feet, which is caused by the drift of sand from the west side of the piers, as there is nothing to prevent such drift; also it extends about six hundred feet up the piers. There is now in progress an improvement around a large hotel, recently built, and they are filling up the grounds with sand that, like the shore sand, goes into the harbor also. Should this continue for a period of one year we can count on the closing of the harbor. Also, I will state that the piers have been extended three hundred feet, and about two feet above the water. The pier light was removed to the end of the west pier, with a walk for the light keeper to get to his light in bad weather. It is about four feet high, but should have been no less than ten. That is now in such a shape that he is obliged to go on a single plank, as the walk is nearly all washed away by the heavy swell. The hill, or land light, has been removed, and I must say the party who recommended that knew very little about the value of that light. It is a shame that the old light was removed, for then the vessels had a range in a dark, heavy night. I say put practical men in those positions, in locating piers and lights. By all means the land light should be again placed in the old tower. The harbors of Genesee and Big Sodus are the best artificial harbors to make in hard weather on the whole chain of lakes, on account of the width of the piers. But to allow the sand to take the place of water, they might as well be entirely closed. Sodus never has had a good channel between the piers, for the reason that the sand has never been taken out. The piers at Sodus are about four hundred feet apart, and if it was dredged, no better harbor of refuge could be found. The bay inside is about three miles long by one and a half wide. E.

The Canadian Government will push the survey and exploration of the Georgian Bay with greater energy than ever during the next season. An effort will also be made to construct a large harbor of refuge at the entrance to Collingwood harbor, because of the imperfect natural protection of that important port. It was suggested some years ago but nothing was done toward accomplishing the work. Collingwood is naturally the most accessible harbor in the whole bay. There are none of the dangerous shoals and reefs and hidden islands of rock to encounter as there are in the narrow passages leading to Midland. As yet the topography of this important body of water is comparatively little known. Every year brings to light some reef or rock, but as a rule the discovery is made at the expense of some valuable vessel and cargo. It is proposed next season to put a double corps of expert civil engineers work to explore the bay for the purpose of locating every reef and shoal within its shores, and before the end of the season it is safe to say that every dangerous locality will have been added to the present imperfect charts.

THE losses on hulls and cargoes this season will amount to fully, $600,000. As fully 75 per cent. of the lost property was insured, it can be readily seen that insurance companies will be more conservative hereafter. Next year, says the Iron Port, they are to take risks on "A" ships only, if they can be believed. They can't be believed though. Offer 'em premium sufficient and they'll go clean through the alphabet, to "X, 10."

SALVAGE-PARTICULARS OF THE DONNELLY-ROSS CASE.

The case of Donnelly v. Ross is a salvage suit brought by plaintiff to recovery $4,500, the amount of contract. Mr. Walkem, Q. C., and Dr. Smythe are counsels for plaintiff; Mr. Whiting for Dominion Salvage and Wrecking Co., and Mr. Kirkpatrick, Q. C., and Mr. Rogers are acting on behalf of Mr. Ross. This important suit began on the 5th, before Judge Price. The facts briefly are: The Conqueror, a large and powerful steam tug, was chartered by the wrecking company for $4,000 per annum. On her way to Valleyfield on November 1, 1883, to aid in towing the Canadian Pacific steamships. She was lost about six miles below Clayton. Mr. Ross, the charterer, was his own insurer, and the company at once contended it was his duty to give them an order to raise her at his own expense.

Mr. Ross contended that the vessel had been lost by the culpable negligence of the company, and that they were bound to raise her at their own expense. The company decided to let the contract to a third party on salvage terms, so as to make the vessel itself liable for the pay of raising her. Captain Thos. Donnelly, the plaintiff, was an employe of the company, and he took the contract. Mr. Ross contends the arrangement was merely colorable and that he is only to deal with the company, and that therefore there is a good defence. The company deny this, but agree with Mr. Ross that the arrangement was not an actual one, and that the salvage is payable to the company's liquidator, Mr. Mckeny.

A large number of witnesses are to be examined and the case will last several days.

The buoys on Dawson and Bernard rocks, in the Georgian Bay, were removed for the winter on the 7th of November.

[*Continued from 1st Page*]

MILWAUKEE.

The Milwaukee Shipyard Company has contracted to build for D. W. Chipman, Henry Raesser and Thomas Albrighton a steambarge of 120 feet keel, 26 feet beam, and 9 feet hold. She is to have a carrying capacity of about 225,000 feet of lumber. Her engine is to be 18x20 inches, and will be built by James Sheriffs. Mr. Davis will build her boiler, which will be 6½x12 feet. She will be completed by April 1st, and will cost, when complete, about $18,000.

It was the steamship Fred Mercur that picked up the propeller Avon, which lost her rudder off the Beavers. She returned with her to the Straits and turned her over to the propeller Jewett.

The schooner Leo has been seized by the Marshal, and will be sold next month.

The schooner Gypsy, ashore at North Bay, will also be sold next week at Marshal's sale.

The steambarge Nahant and barges Alta and San Diego went into winter quarters to-day. Wind northwest, fresh; weather cloudy.

Specifications are being prepared at Milwaukee for extensive repairs to the revenue cutter Andy Johnson. The work will be done in this city during the winter. The contemplated refitting will include new decks and entire new upper works. The latter will be changed somewhat. These changes, together with the new boiler now being made here, will make the Andy Johnson one of the finest boats in the revenue service. Captain Davis will probably remain in Milwaukee during the winter to superintend the work on the cutter.

The scow Minnehaha has been sold by H H. Kramer and Greilich Bros. to J. K. Avery for $900.

Captain Dahl, who took command of the schooner Van Valkenburg on the resignation of Captain Fulton has arrived at this port with the schooner in good shape.

Although there is now 1,663,705 bushels of wheat in the elevators at Milwaukee, against 1,057,000 bushels at this time last year, no great amount of shipment is expected this season. Elevators are full, but the demand is not great.

The steamboat lines which in past years have operated boats during the winter months will continue to do so during the coming winter. The Pere Marquette, boats No. 1. and No. 2 will run as usual between Milwaukee and Ludington, and the propellers Michigan and Wisconsin will run between Milwaukee and Grand Haven. The Goodrich Transportation Company has not decided upon any arrangements for winter boats, but the propellers Depere and City of Ludington will probably be continued during the winter. The former will run between Manitowoc and Chicago, and the latter between Ludington, Manistee, and Milwaukee.

DETROIT.

Special to the Marine Record

November 11.—Indications point strongly to a late closing of the season. Although in many cases this may be considered guesswork, yet, referring to past years, such may be considered a fair conclusion. The season of 1841 was, among others, most remarkable in this respect. The schooner Michigan, owned by Hunter, Palmer & Co., that year sailed from Buffalo December 31st, and arrived at Cleveland the day following, January 1, 1842, at noon, meeting with no ice on the passage, and having favorable weather, save a flurry of snow the day of her departure. She was rebuilt at Sandford & Moses' shipyard that winter, and was sailed by Captain E. Freeland, who, although an able seaman, was a hard man with his crew, as I can testify, as can Captain Mike Driscoll also, who, I believe, is still a sojourner at your port.

The tug Winslow has just returned to this port from a long wrecking cruise to Lake Superior. Her first mission was to rescue the propeller Scotia, in which she was partially aided by the tug Swain, which proved unsuccessful. If there had been a possibility of rescuing that fine steamer Captain Martin Swain was the man to accomplish it, for when he starts out he usually returns with a portion, if not the whole of the hull. At this time the schooner Lady Dufferin was stranded on Cariboo island in that lake, and the Winslow was ordered to her rescue. The vessel was reported en route for a cargo of stone to take to Chicago, and her case was at the time considered hopeless. As the Winslow is here and the vessel is not, it may be safe to infer that the Dufferin can be included among the season's losses. She was built at Port Burwell in 1872 and valued at $7,000. Her registered tonnage is 380 tons.

The propeller Badger State, from Lake Superior, called here on Saturday, and reported having stranded in Lake George flats, Sault river, on the 4th instant, and remained there for forty-six hours. Her captain sent the tug Mystic to the Sault for a lighter, and, after removing a considerable quantity of flour, copper and silver ore, she was liberated. The cause of the mishap was a snow storm prevailing at the time, and after proceeding on her voyage she encountered heavy weather while on Lake Huron.

The Detroit river, opposite this city, is one mile wide, and there need be no cause for collisions, if proper attention is carried out by those in charge of vessels. On Friday night the tug Hercules started with the schooner Southwest for Lake Erie. The steambarge Sanilac was seen approaching a short distance below, yet, in spite of all the whistling by either steamer, a collision occurred, the Southwest alone being the sufferer, to the extent of about $500, but did not meet with any delay.

The steambarge C. F. Curtis was towed up from Lake Erie to the city, by the tug Oswego, on Saturday, having broken her machinery when off Little's Point. She had some barges in tow en route to Tonawanda, the latter being left at Malden. Her damage consists of a broken wheel, which, with other slight repairs, can soon be made.

All efforts to get off the schooner Gerrett Smith, ashore at Crawford's Quarry, Lake Huron, have been abandoned, and she may be reckoned among the total losses. She has been twenty-nine years afloat, was built at Buffalo, 254 tons burden, and worth about $5,000. She was an old settler and can well be spared, without the loss of any lives.

The scow Fern, which was employed about the wreck of the Smith, stranded, and will doubtless remain there for the winter.

The boilers and machinery of the burned steambarge Henry Howard, on river St. Clair, have been recovered and brought to this city.

Murphy Brothers' wrecking steamer Charlton succeeded in rescuing the schooner Huron from the beach at Tyreonnell, Lake Erie, and towed her to Port Stanley. As soon as temporarily fixed she will be brought to Detroit for thorough reconstruction.

Dispatches from Collingwood state that the schooner C. P. Minch lies on a bed of boulders and it will be no easy task to save her from total destruction, and, in any event, she will require an entire rebuild.

It is claimed by vessel men that the St. Clair flats canal is filling up at the lower extremity. The instances of stranding are becoming more frequent, entailing much expense and loss of time. The schooner Iron Cliff, consort to the steamer Iron Age, grounded there on Friday, and was not released until the day following. The tug Sweepstakes performed the service, which, with the lighterage, makes quite a bill of expense.

The new Grand Trunk steamer Lansdowne is now completed and on Friday made an experimental trip on the river, performing admirably. Although of mammoth proportions, her movements were under easy control, and she will prove an excellent boat the coming winter in crushing the ice. Captain J. C. Sullivan commands her.

Captain John Weston, who has commanded the steamer City of Dresden for the past two seasons, has disposed of his interests and retired, his successor being H. W. Wigle, who has held an interest for some time past.

The United States marshall has adjourned the sale of the schooner E. G. Benedict for two weeks. The old schooner Corsican will be sold on the 16th inst.

The propeller Oconto, on her last trip down, sprung a bad leak, but managed to get round as far as here. She is on her last trip and will winter somewhere alongshore.

The steamer Flora arrived down to-day (Monday,) from Mackinaw, and reports fine weather on the passage, with no incidents of special note. Her cargo was mostly lumber.

The tug Andrew J. Smith arrived last evening from Crawford's Quarry, on Lake Huron, with the outfit, including anchors and chains, of the Gerrett Smith, which, as I have already noted, has been abandoned. The captain of the tug says the vessel's stern is gone entirely, yet there is a bare possibility of recovery, providing temporary repairs are made where she lies. He also reports the steambarge Fern in a badly damaged state, caused by pounding against the dock during the gale.

The tug Martin Swain, with wrecking outfit, left here yesterday for Mackinaw, where she will remain until the close of navigation.

The schooner Golden Harvest is minus her master, otherwise, he is missing, and foul play is suspected. Captain Ables disappeared several days ago Meanwhile the vessel has performed another voyage and is now here discharging a cargo of lumber.

The barge Waverly, tug J. P. Clark, and schooners Onward and Adventure have laid up at this port.

Lake freights, so far as coarse commodities are concerned, are somewhat dormant, owing to a scarcity of tonnage, as a large number of lumber carriers have retired into winter quarters. Grain charters may be reported firm, as follows: Schooner Wm. Home, wheat to Buffalo at 2½c; the O. M. Bond, wheat to Ogdensburg, 6c; St. Lawrence, wheat to same port, 5½c; Theodore Voges, wheat to Cleveland, 1½c.

The barge Dan Rodgers, which met with disaster, as reported some days ago, in the Straits, arrived here on Saturday in a waterlogged condition, although with her cargo intact, with steam pump on board. Her cargo has been discharged, the vessel repaired, and she is in sailing trim once more, anchored in the offing awaiting a charter.

The schooners Canton and Atmosphere are at this port discharging coal. The H. D. Root cleared from here yesterday.

The weather for a few days has been much like Indian summer, although to-day a storm is apparently brewing. J. W. H.

ESCANABA.

Special to the Marine Record.

The schooner J. B. Kitchen, Captain Peterson, made the round trip between Fayette and Escanaba in nine hours, including three hours occupied in loading.

A line is already marked out for the favorite steamer Minnie M., Captain Colwell, next season between Green Bay and Manistique. It is said that a new boat will be built for the Escanaba and Garden route, and that she will be ready to commence with the opening of navigation next season.

The Lady Washington, which has done a good business on the route between Green Bay and Sturgeon Bay, will probably occupy it next season. E G.

ST. IGNACE.

The propeller Algomah went into the drydock at St. Ignace to receive her winter wheel. The propeller R. J. Gordon is doing the Algomah's business.

PORT STANLEY.

The schooner Huron which has been ashore 15 miles West of here, at Tryconnel dock, was released on the 7th. Captain Brooks intended taking her to Detroit. After having been off a short time she began to leak rapidly and having no steam pumps to keep her afloat it was quite evident she would soon fill and sink. He at once proceeded in tow of the tug Balize for this port, arriving off here about 11 a. m. The tug, which was drawing about 12 feet of water, was obliged to let go of her as there was not sufficient water for a boat of that depth to enter this port. Captain Brooks, in trying to make the harbor, with the wind blowing a gale from about southwest, a heavy sea running and considerable water in the vessel's hold, went to the eastward of the pier and is now lying on the shore about fifty feet from the beach. The captain has sent for a steam pump and she will probably be taken off in a few days. Not much damage has been done.

OSWEGO.

When fifteen miles off this port Thursday afternoon the schooner Agnes Hope lost her deckload and filled with water. Finding it impossible to manage her the crew of seven men and two women took to the small boat and were soon after passed by the schooner Drummond, which threw them a line that they failed to catch. On the arrival of the Drummond a tug was sent out, but failed to find the boat. At 9 o'clock the yawl landed six miles below this port and the crew came directly here. The captain says the trip in the yawl was very perilous. The abandoned schooner was found on the beach five miles west of Oswego. She drifted on the beach a short distance west of the piers, and will probably prove a total loss. She is valued at $2,500 and is insured. The Agnes Hope was built at Hamilton by Robinson, in 1869, measured 257 tons, and is owned at Port Hope by E. S. Vinden.

SOUTH HAVEN.

The schooner Annie Thorine, of South Haven, bound for this port from Chicago, light, went ashore here at 4 a. m. Saturday. There was a heavy sea at the time, and the wind was brisk from the southward. She struck the end of the north pier. The mate, William Moore, was thrown from the vessel and struck on the pier, was caught under the anchor stock and dragged some distance, but got ashore all right. He had a narrow escape. The schooner can be taken off as soon as the sea runs down. Annie Thorine is an old timer, having been built in 1855 at Manitowoc by Torrison, and rebuilt in 1880. She is 89 tons burden and owned by A. S Packard.

CHEBOYGAN.

The new light on the pier at the entrance of the harbor was lighted last Saturday night for the first time. The same evening the range lights put forth their red light. Mariners are gratified at the change in the ranges. The pier light shows up distinctly, and can be seen from the deck of a vessel several miles off, and when they reach it they have no trouble in taking up the range of the channel now that the lights are red, enabling them to be distinguished from the other lights of the village. The new light and the change in the range lights will be of immense benefit to navigators.

DULUTH.

The Herald says a general change has taken place on Williams & Upham's tugs. Captain Burns, of the Williams, is seriously ill. His place has been taken by Captain Eli Jaques, of the Martin, while Captain Cole, of the Upham, takes the vacated place on the Martin. Captain John Glover, late of the Maggie Carroll, and one of the most efficient tug men in the harbor, takes charge of the Upham.

SAND BEACH.

Captain John Andrews, of the schooner Unadilla, Friday morning reported the loss of his second mate, Charles Mack, who was washed overboard by heavy seas on the 6th between this port and Point Aux Barques. Mack shipped at Marine City two days ago. His residence is not known.

TORONTO.

It was reported among marine men here, that the Mary Ann Lydon, bound from Oswego to this port, has been thrown up high and dry on the shore at Presque Isle in Tuesday night's gale.

PORT COLBORNE.

The schooner Fellowcraft lost a man overboard on this lake Saturday. He was a young man named Welckman, from Port Burwell.

A steam pump owned by Messrs. Carter and Bros. of this place left here Monday morning in charge of Captain Sperry Carter for the schooner C. P. Minch, which is in trouble at Collingwood.

The body of Captain Griffith, of the schooner New Dominion, washed ashore at Port Maitland Monday morning. It will be taken to his home at St. Catharines for burial.

COLLINGWOOD.

The schooner C. P. Minch, from Chicago, drifted ashore in trying to cast anchor in the harbor. She is loaded with corn and pork, but, as she lies in a sheltered place, she will probably sustain little injury. A heavy gale has been blowing all day from the northwest, accompanied with sleet and snow. Later advices say that the schooner C. P. Minch is in very bad shape. Her hold is full of water and her deckload of pork has been washed overboard. Her centerboard is broken and her sails and rudder gone. The schooner is valued at $15,000 and is insured for $8,500. Her cargo of 24,000 bushels of corn is insured for $12,000 and her deckload of pork is valued at $2,000. The C. P. Minch measures 408 tons, was built at Vermillion by Nichols in 1867 and is owned by Mr. Gilchrist, of Vermillion, and classed A2.

The steamer Pacific, of the Great Northern Transit Line, arrived from Sault Ste. Marie and local ports Monday morning. The captain reports fine weather on the trip and says that the heavy storm of Sunday did not reach past Gore Bay. The Pacific will remain until the 8th, when she will leave on her last trip this season, calling at local ports.

The steamer Francis Smith is reported as having been ashore on Algoma Reef, east of Indian Dock, Georgian Bay, on Monday night She was lightered of 200 tons of freight by the tug Ann Long, and later reloaded and went on her trip with little or no damage.

The barge Isaac struck at Little Current and went ashore on Thursday night. She was relieved by the tug Ann Long and lighter on Sunday and resumed her trip with little damage.

The schooner Minch is still aground in the harbor. A steam pump arrived from Port Colborne and commenced work at once. It is expected the vessel will be off and ready for drydock Monday.

KINGSTON.

The schooner Mary A. Lydon, of Port Hope, has gone high and dry this side of Weller's Bay, and may prove a total loss, as she is exposed to the wind. She was light and in command of Captain Fox.

It is reported that the schooner Agnes Hope was abandoned by her crew, fifteen miles out of Oswego on the 6th. A tug was sent out but could see nothing of either the schooner or crew.

A Picton dispatch says a schooner went aground on a bar at Bald Head during the storm on Tuesday. Her name is unknown.

The American schooner W. H. Oades was wrecked near Whitby in Tuesday night's gale. She was probably light, bound from Oswego to Whitby. She is classed as A2½ and is valued at $7,500. The steamer Hastings has gone to the relief of the craft. She left early Friday morning, and no doubt is wind bound near South Bay.

The Prescott Messenger says that during the past week a number of barges laden with grain for Montreal, were obliged to remain at Prescott for several days, the water being so low that it was dangerous to attempt to run the rapids.

The schooner Annie Foster was lying in Cobourg harbor light during the late gale. She broke away from her moorings at the west pier, the piles to which she was tied coming out. She drifted over to the east pier and pounded so hard that the captain scuttled her. After the wind and sea went down he plugged the holes up, and got the pumps and also the steam fire engine of Cobourg in operation, but was unable to raise her. It is hoped that when these piles are replaced that they will be fit and proper ones and hold a vessel in a blow. The vessel was owned by the captain, Kennedy, and was not insured. Steam pumps will be sent to her relief from Kingston.

DE LESSEPS' PANAMA CANAL.

Special Correspondence Marine Record.

NEW YORK, November 5.

The importance of a short cut across the American isthmus has never been digested, but the particular part of the narrow neck of land best fitted for a canal has been the source of bitter rivalry and feeling between British, French and American engineers and naval officers. On the 4th day of last month Captain Bedford Pim, R. N., of London, sailed from this city for Aspinwall, in order that he might see for himself the progress made on the interocean waterway. Having returned last week, the writer sought him out at the Grammercy Park Hotel and gained the privilege of a few moments conversation upon this important topic. In relating the following facts to your readers they must take into consideration that Captain Pim was always a warm advocate of the Nicaraqua route over that of any other, commencing as far back as 1860 his efforts to effect transportation across this particular course by rail and then utilizing the big Lake Nicaraqua for vessels. His remarks were substantially as follows:

The Panama canal will be less than fifty miles long, 120 feet wide at the surface, 80 feet broad at the bottom, with a depth of 30 feet throughout. The work of excavation alone, aided by every modern appliance, and with twenty thousand men employed, cannot, in my judgment, be carried out in less than two and a half years, barring all contingencies. The nature of the soil is not favorable as it is not uniform in substance, but ranges from slimy aluvium with underlying coral, through all sorts of strata and boulders to rocks so hard that nothing scarcely will penetrate them. The canal was commenced in January, 1881, but is not yet one quarter finished, and, beside, it will cost three times as much as the Suez canal, if it is carried on to completion. It should have been built with locks and not as a sea-level canal. Men are dying on the Isthmus like diseased sheep. When the canal is completed, in 1890, it will be absolutely useless to sailing vessels coming from the Pacific side, because eleven months out of the year there is a perfect calm extending seven hundred miles out to sea from the entrance to the canal, and in order to cross the isthmus "wind jammers" would have to be towed that distance, which is out of the question. Sailing vessels from Panama to Aspinwall would not use the canal and the loss thus entailed would prevent its paying any dividends. I favor the shallow canal plan, which was explained by me in detail at the late meeting of the American Association for the advancement of science, held at Philadelphia a few weeks ago. It has at least the merit of plausibility, cheapness of construction and simplicity of operation. "In London, on the Thames," he said, "we have hydraulic lifts by which a 2,000-ton ship can be raised in half an hour and floated off into a shallow dock or a pontoon not drawing more than 6 feet of water. Now I propose to adapt this principle to the Nicaragua canal, and instead of excavating a deep water canal, to construct one not more than eight feet deep." And he argued that the opportunity thus afforded the owners to have the bottoms of their vessels cleaned would pay the cost of transportation. A shallow draft canal such as this would not be a feat of great difficulty, nor would it take long to dig, while the matter of raising on pontoon floats has already been demonstrated in practice. It would cost only $75,000,000 and the time required to complete it might not exceed four years, just half the time and less than half the expense of making the Panama canal. From this information I drew two conclusions, viz.: First, that Captain Pim is prejudiced against the Panama route; and secondly, that he might possibly have an ax to grind, not very much unlike Captain Jas. B. Eads', the projector of a marine railway across the Tehauntepec route, the most northerly of the three routes. As an offset to the wet blanket this British officer (Mr. Pim) has thrown upon de Lesseps' great enterprise I might say that a recent copy of the Panama Star and Herald made the statement that the soil was favorable for excavating, and the enormous big steam dredges were making the Chagres river mud fly in all directions. In 1883 Com. Cooper, of the United States Navy, made a very good report to the government on the progress and feasibility of this grand work, and no later than last January Lieutenant Rodgers gave a glowing account of the rapid headway made in so short a time. Prof. S. E. Nourse made an official examination of this subject, and presented a report to Congress last spring stating that the scheme was entirely feasible and that it was only a question of money. The project of Captain Pim is certainly a novel one and deserves the attention of capitalists. But if, on the other hand, we have not faith to trust our money in such a hazardous undertaking, let us not prevent the French from investing their surplus funds in a work which ought to do nearly as much for American commerce on the ocean as the Suez canal has done for British. This "Dog in the manger" policy, which Rear Admiral Ammen, of the United States navy, has persistently pursued, ought now to be changed, as national jealousy should not allow a work of this magnitude, carried on by a foreign, but private corporation, to suffer simply because it was conceived and promoted by a French count instead of an American general (Grant) or a Lieutenant (Schufeldt.) In regard to Captain Pim's objection to the calms of Panama, I might say that instead of it being a hindrance to navigation it will in reality be an aid, because the days of sailing vessels are numbered and the opening of the Panama canal will sound the death knell to that class of freight carriers. The verdict will be killed by steam and steel." In the year 1890, when the Panama canal is finished, ships will either have to give way to steamers entirely, or else they will have to adopt anxiliary steam power to push them through the canal and across the calm belt. It might have been said by the enemies of the Suez canal that the narrow and tortuous passage up the Red Sea would prevent that enterprise from paying dividends because sailing ships could not go through; but when the work was completed British ship owners commenced building a type of vessels for this particular trade, known as canalers, and now, although less than ten per cent of sailing vessels pass though, the canal pays big dividends earned from the ninety per cent worth of steamers passing through it. So it will be with the Panama canal when it is finished. Ferdinand de Lesseps, the diplomat and statesman, the learned savant and famous engineer of France, leaves Paris for Aspinwall on February 1st to inaugurate the completed section of his canal, from Colon to Gatan, a distance of seven miles. Although this grand old man will enter his eightieth year in 1885, he has as much energy and push now as he had when he commenced cutting through Suez. The completion of the Panama canal will be the crowning glory of his long and busy life. His highest ambition on earth will be attained and he will leave a monument behind him which will be remembered while the world stands. If ever a man deserved success it is De Lesseps, for his indefatiguable efforts to pierce the American Isthmus, and I trust the book of his life shall not close until he has wedded the bold Atlantic to the peaceful Pacific ocean.

G. FOSTER HOWELL.

THE LAKE ONTARIO'S ESCAPE.

The propeller Lake Ontario, which left Hamilton on the 4th for Montreal, was caught in a gale and forced to seek refuge in Port Hope. In entering the harbor, which is protected by a breakwater, she was struck by a heavy sea, and with a tremendous crash hurled broadside against the point of the pier. The seas began immediately to sweep over her. The lights were all extinguished and the machinery injured. The engines stopped working, and with a roar the engine-room and after part of the ship was filled with steam. The next instant another sea raised her up, and fortunately the undertow at the entrance caught her and, with the waves, she turned completely around and was thrown in stern foremost between the piers. Here the danger did not cease, as she was being carried out again, when one of the deck hands, with the daring of a hero, jumped from the deck on the pier, which was being washed by every sea. Ropes were thrown to him, which he quickly made fast to the piles, and gradually the vessel was worked further and further into the harbor, until in safe quarters. The passengers express the highest admiration at the manner in which Captain Williams managed the ship. To his coolness and bravery, together with the splendid way in which the most of the crew supported him, is due the saving of the ship and nineteen lives.

THE FASTEST SEA-GOING WAR VESSELS.

The fastest sea-going war vessel is the new Chilian cruiser, Esmeralda, that recently obtained a mean speed of eighteen and one-quarter knots per hour on a sea trial. The British cruiser Isis, hitherto the fastest man-of-war, has a maximum speed of eighteen knots per hour; she is, however, unarmored and comparatively lightly armed. The Esmeralda may be described as a case-mated monitor with high freeboard and every essential to make her seaworthy for any voyage. She carries ten-inch, twenty-five ton, breech-loading, very long range bow and stern guns that sweep through more than 180 degrees of the horison, protected with steel shields, and capable of penetrating twenty inches of iron armour. Beside these she carries on each broadside three six-inch, breech-loading rifles, capable of penetrating eleven inches of iron armour. These powerful guns are worked by the most perfect system of labor-saving hydraulic machinery yet devised. The Esmeralda carries, in addition to the above, Hotchkiss' revolving cannon, Gardner and Gatling repeating guns, mounted in every available place, even in her tops (mastheads), all protected with steel shields. These latter weapons are mainly for defence against torpedo boats. The striking features of the Esmeralda are her moderate size, her comparatively light armor, her small draft of water, her high speed, and her powerful armament.—*New York Post.*

THE TALKING DOG.

It was a Market street restaurant. A solemn man entered, followed by his dog, seated himself and asked for the bill of fare. It was given him.

The dog meanwhile had climbed upon the chair on the other side of the table, and was gravely regarding his master.

"Well," said the solemn man reflectively, "gimme two fried eggs, turned over."

"Gimme the same," said the dog.

The waiter gazed at the dog with amazement mingled with horror. The solemn man continued:

"Then I guess you can give me a sirloin steak, very rare, with fried potatoes."

"Gimme the same," said the dog.

The waiter's face assumed the color of cold boiled veal.

"Cup o' coffee, plenty o' milk," went on the solemn man.

"Gimme the same," said the dog.

The waiter shuddered, and turning, fled for the kitchen.

A sailor man with a squint, at an adjoining table, was much interested in the scene. He had observed it closely, and finally spoke to the solemn man:

"It must 'a' been a fearful lot o' work to learn that dog to talk, mister."

"It was," said the solemn man.

"I should smile," said the dog.

"What 'ud you take for him now," said the man with a squint.

"Wouldn't sell him," said the solemn man.

"You'd better not," said the dog.

The man with a squint was much impressed. He began making wild offers, and when he reached a thousand dollars the solemn man relented.

"Well," said he, "I can't refuse that. I hate to part with him, but you can have him."

"He'll be sorry for it," said the dog.

The man with a squint drew a check for the amount, which he gave to the solemn man. The latter was about leaving when the dog cried again:

"Never mind—I'll get even. I'll never speak again."

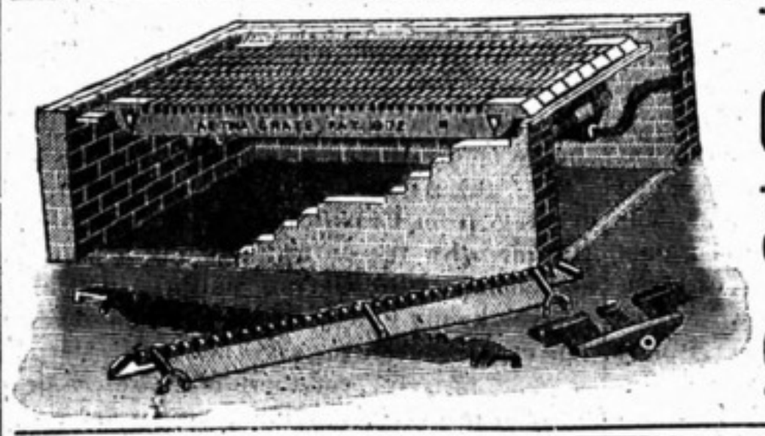
He never did.

The sailor man with a squint was the captain of a passenger steamer.

The solemn man was a ventriloquial crook.

San Francisco Argonaut.

The schooner Saveland had her stern smashed in by being run into at Buffalo by the barge Compound.



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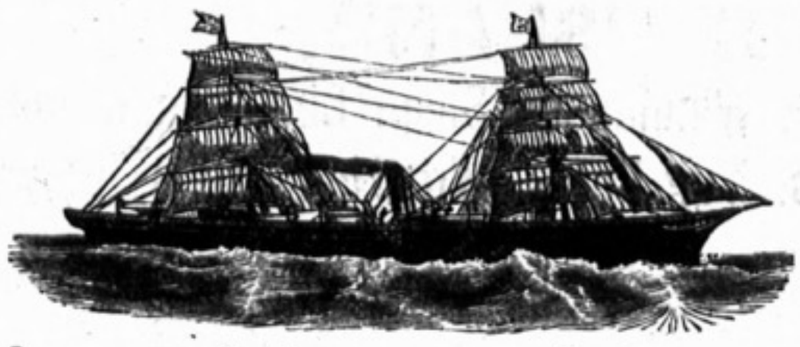

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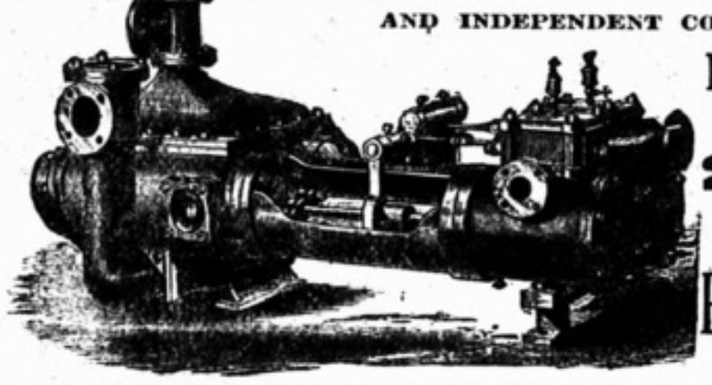

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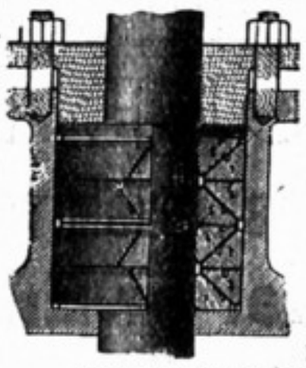

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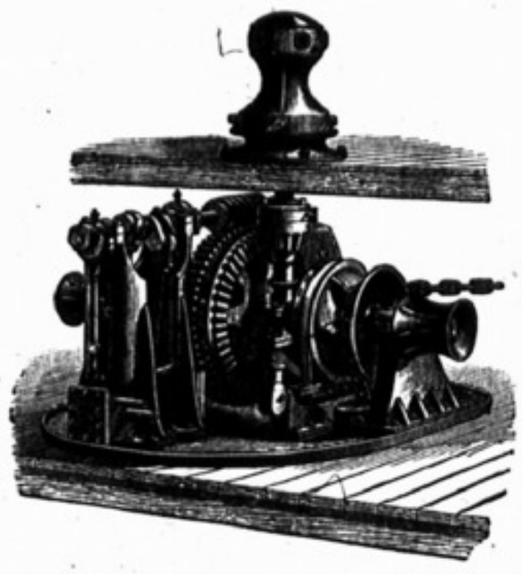

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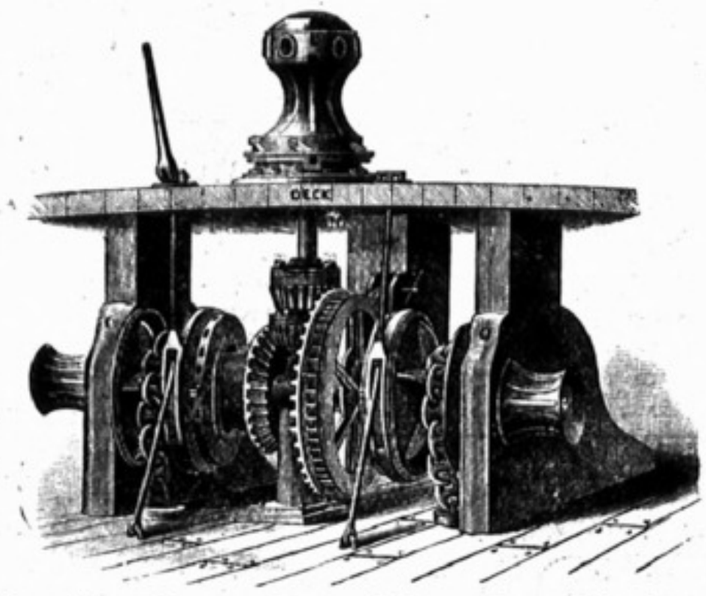

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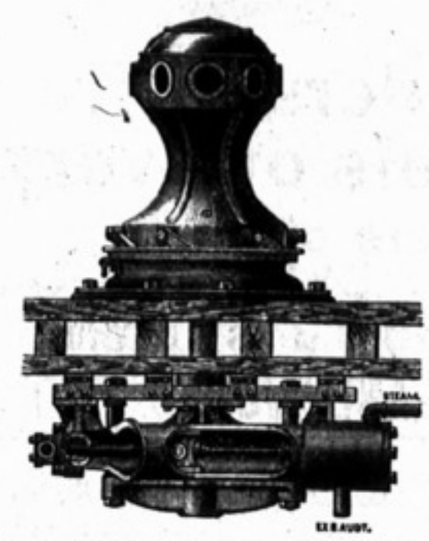

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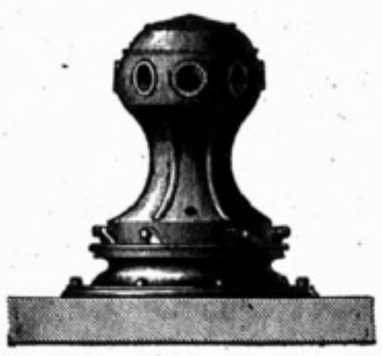

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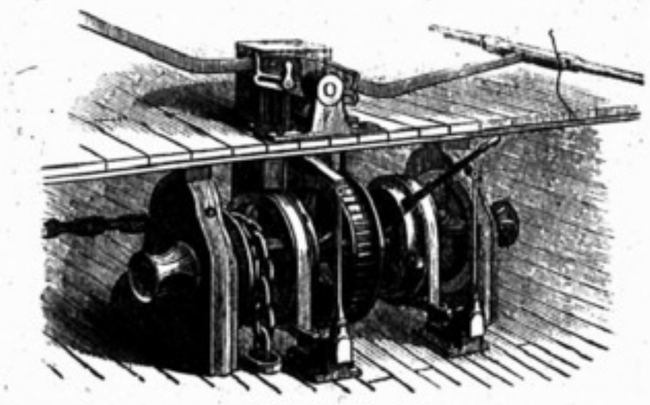

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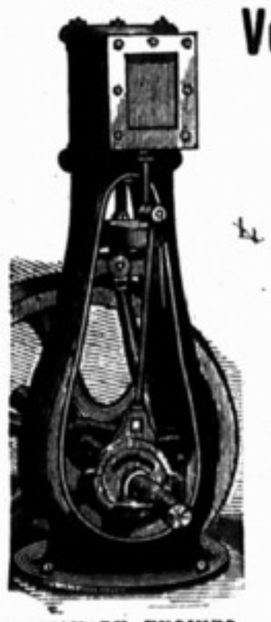

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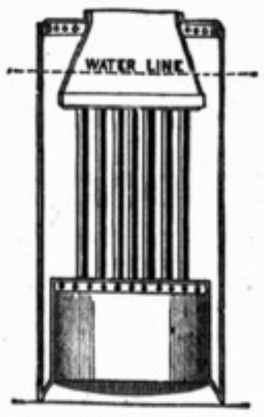

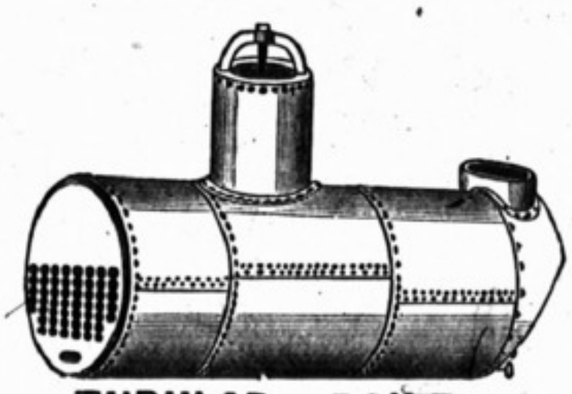

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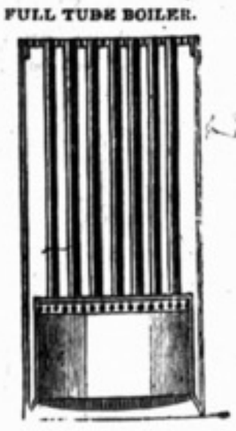

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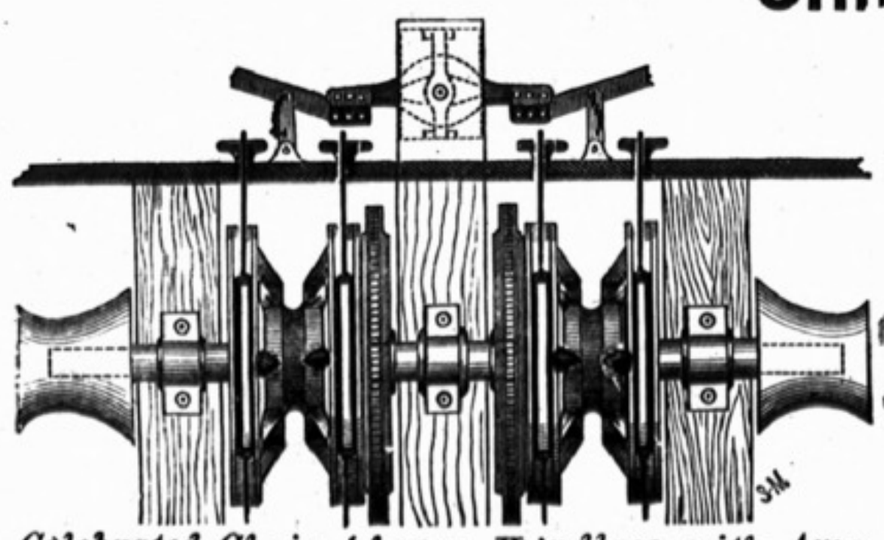

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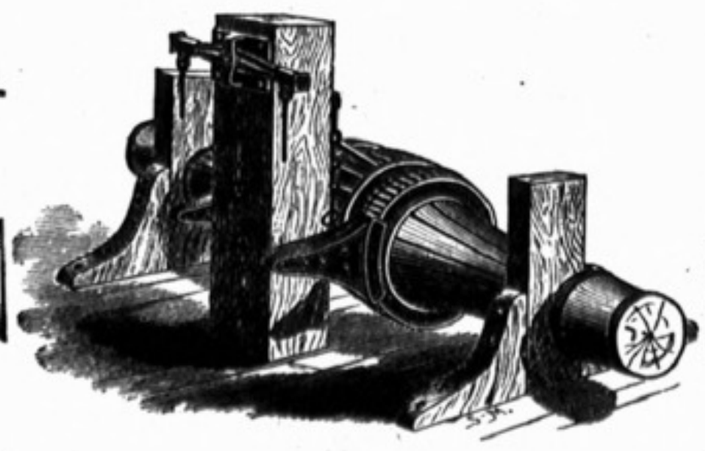
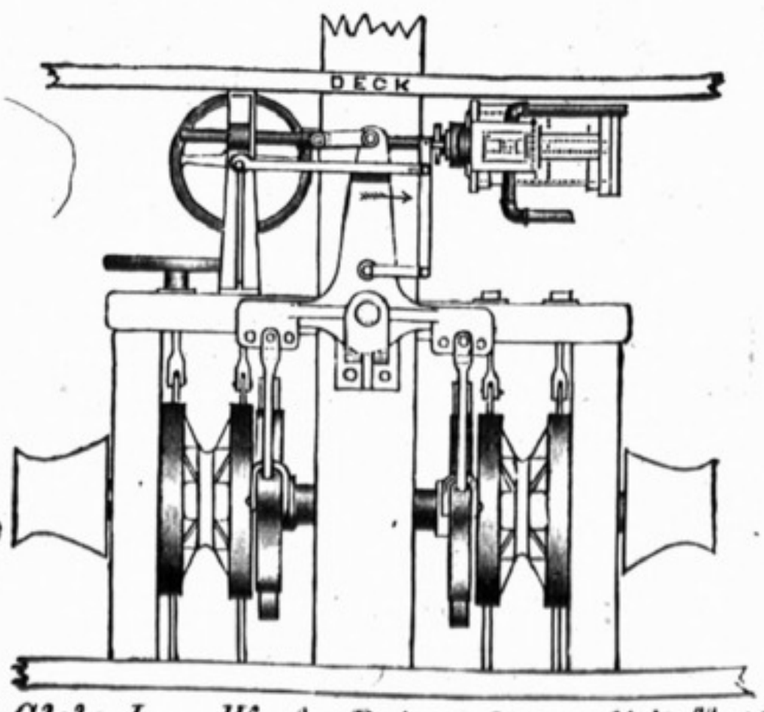


The Common Patent Windlass.



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